

Transportation and Pedestrian Initiatives

Transportation Goals

- ✓ To provide long range transportation planning for new capacity roadway improvements.
- ✓ To identify potential locations for major transit facilities such as future rail stations and park-and-ride sites.
- ✓ To enhanced public transportation corridors which will require further study to identify the feasibility of alternative modes and levels of service.

Pedestrian Initiatives Goals

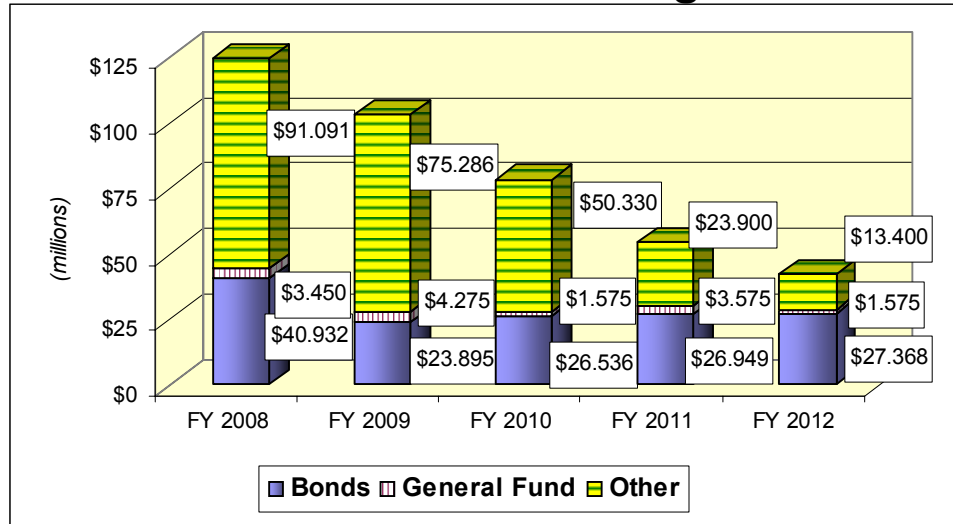
- ✓ To provide a system of alternative transportation links between residential, educational and commercial activity centers oriented to the non-motorized user.

Five-Year Program Summary (in 000's)

Program Area	Budgeted or Expended Through FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total FY 2008 - FY 2012	Total FY 2013 - FY 2017	Total Program Costs
Four-Year Transportation Plan	\$40,085	\$28,440	\$16,475	\$10,000	\$10,000	\$0	\$64,915	\$0	\$105,000
Revenue Sharing Projects	0	4,409	500	500	500	500	6,409	0	6,409
Fairfax County Projects	3,060	5,198	1,225	1,175	1,175	1,175	9,948	5,875	18,883
Public Transportation Projects	51,502	76,858	54,237	47,615	40,349	40,268	259,327	0	330,329
Pedestrian Initiatives	3,860	4,828	3,374	901	2,400	400	11,903	2,000	17,763
Other VDOT Projects	2,865	15,740	27,645	18,250	0	0	61,635	0	64,500
Total	\$101,372	\$135,473	\$103,456	\$78,441	\$54,424	\$42,343	\$414,137	\$7,875	\$542,884

Transportation and Pedestrian Initiatives

Source of Funding



Transportation and Pedestrian Initiatives

Board of Supervisors' Adjustments

As part of the *FY 2007 Third Quarter Review*, the Board of Supervisors approved \$622,000 to complete construction of several pedestrian improvement projects. An amount of \$350,000 will support completion of three remaining Plaza America proposed pedestrian improvement projects. This increase is due to higher than anticipated easement values and a larger number of utilities along the corridor in direct conflict with the proposed improvements. An amount of \$155,000 is required to complete construction of the Wiehle Avenue Trail and Clarks Crossing Trail in the Hunter Mill District due to higher than anticipated land acquisition costs. In addition, funding of \$117,000 is required to complete construction of Compton Road Pedestrian Bridge due to higher than anticipated costs associated with extensive conflicts with existing utilities, requiring revised design and site location.

PROGRAM DESCRIPTION

Transportation facilities and services in Fairfax County are primarily provided by the Virginia Department of Transportation (VDOT) which owns, constructs, maintains, and operates nearly all the roads in Fairfax County, and by the Washington Metropolitan Area Transit Authority (WMATA) which provides the majority of all public transit service in the region. In addition to the transportation planning done by these two agencies, the Metropolitan Washington Council of Governments (COG) is responsible for ensuring regional compatibility of all transportation plans, a prerequisite for the expenditure of federal funds for any transportation project.

LINK TO THE COMPREHENSIVE PLAN

Fairfax County's Comprehensive Plan has established a number of objectives and policies in order to:

- ✓ Provide the basis for transportation planning efforts including major new capacity roadway improvements, and provide mass transit facilities such as rail transit and commuter rail in major radial and intracounty commuter corridors.
- ✓ Provide for both through and local movement of people and goods through a multi-modal transportation system that places the maximum practical emphasis on alternatives to the single-occupant automobile.
- ✓ Provide park-and-ride lots along major intercounty and intracounty corridors and at future transfer points such as rail stations, including the Burke Centre commuter rail station.
- ✓ Provide a street network level of service as high as practical, recognizing the social, environmental, and financial constraints associated with diverse areas of the County.
- ✓ Program improvements to the transportation system in consideration of cost-effectiveness and sensitivity to the County's environmental, social, land-use, economic, and other goals and objectives.

LINK TO THE COMPREHENSIVE PLAN

- ✓ Enhance public transportation corridors and conduct further study to identify the feasibility of alternative modes and levels of service.
- ✓ Provide non-motorized access (e.g., sidewalks, pedestrian crosswalk signals and markings, trails, and secure bicycle parking) and user amenities (e.g., paved waiting areas, bus shelters and route/schedule information) to make transit services and facilities more convenient and attractive.
- ✓ Construct a bus maintenance facility for the Fairfax Connector north of the Fairfax County Parkway on West Ox Road

Source: 2003 Edition of the Comprehensive Plan, as amended

CURRENT PROGRAM INITIATIVES

Transportation legislation and Federal public transportation grants continue to change the way that Fairfax County programs and implements transportation. At the Federal level, the Intermodal Surface Transportation Efficiency Act of 1991 and subsequently, the Transportation Equity Act for the 21st Century, (TEA-21) approved in 1998, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) approved in 2005, and the Clean Air Act Amendments of 1990 require a rigorous air quality impact assessment of all transit and highway projects both at the programming level and at the specific project level. In addition to air quality legislation, the Americans with Disability Act requires all public and private providers of transportation services to provide accessible services to those with disabilities. These provisions impact transit services operated by WMATA and Fairfax County as well as the para-transit services operated by the County.

SAFETEA-LU continues to emphasize inter-modal funding flexibility between highways and transit and includes Congestion Mitigation and Air Quality (CMAQ) improvement program funding. Funding levels have been increased and the role of regional and local planning has been strengthened. Projects in Fairfax County are eligible to receive Federal funding through SAFETEA-LU from a variety of funding programs, including the Regional Surface Transportation Program (RSTP), CMAQ Program Job Access and Reverse Commute Program (JARC) and the Enhancement Program. Funding provided through the CMAQ program is designed to assist States in attaining the Federal air quality standards for ozone and carbon monoxide. This changing regulatory and funding environment provides the County with special challenges and opportunities. One of the important results is increasing multi-modal competition for project programming and implementation. In addition, air quality considerations may delay or scale back major roadway projects while supporting short-term Transportation System Management (TSM) and Transportation Demand Management (TDM) solutions.

To support many of the Federal transportation initiatives to reduce congestion and air pollution, the County and VDOT have advanced an ambitious multi-modal program for interstates and primary arterials, which involves building High Occupancy Vehicle (HOV) lanes, park-and-ride lots, and new transit facilities. These improvements have significantly improved commuting for those who rideshare or use public transit. This has resulted in an appreciable increase in transit ridership which in turn lessened the demands on our highways.

Funding for public transportation in Fairfax County includes Federal aid, State aid, Northern Virginia Transportation District bonds, Northern Virginia motor fuels tax, County bonds, and the General Fund.

Highways

The Virginia Department of Transportation (VDOT) is responsible for the construction and maintenance of roads in the interstate, primary and secondary highway systems. Funds are allocated for these purposes through federal and state laws, and various combinations of federal-state fund matching are utilized for construction and maintenance. The programming of highway construction and improvements is derived from the priorities for the interstate system, the state's primary highway system, and the secondary road system aimed at accommodating traffic demands. In addition, implementing the Countywide transportation plan, based on the Comprehensive Plan, has enabled the County to provide guidance to VDOT concerning the allocation of highway funds and the identification of projects to be funded by County bonds.

Programming VDOT's highway funds to specific projects occurs in two basic categories. The first category includes interstate and primary highways while the other category relates to the secondary road systems in the County. Different programming mechanisms are used for these two categories. While interstate and primary highway funds are allocated by construction district and then to specific projects, secondary road system funds are specifically allocated by the County. Formal citizen participation is a part of both programming mechanisms.

The Interstate and Primary Six Year Program is prepared annually by VDOT in conjunction with their annual budget. Allocations are made at the District level; therefore, projects in Fairfax County compete with those in other counties in the Northern Virginia District for these allocations. VDOT holds public hearings each year and receives input from the Board of Supervisors in preparing and finalizing these project allocations. The Secondary System Construction Program is prepared jointly by VDOT and Fairfax County and adopted by the Board of Supervisors. Subsequently, it is approved by the Commonwealth Transportation Board and guides the annual construction budgets. Initially, the Program was updated biannually; however, beginning with the FY 1997 - 2001 Program, this update has been completed each year. An important element of the VDOT Six Year Program is a significant increase in the use of alternative revenue sources to finance priority transportation projects. The State is utilizing Federal Reimbursement Anticipation Notes (FRAN) to accelerate the full financing of selected transportation projects. These 10-year notes will be paid from anticipated future federal allocations.

The projects funded by VDOT are included in the Fairfax County CIP for information purposes only. The allocation of funds to these projects is the subject of VDOT public hearings held separately from the County CIP process. Although the County is not funding the projects and has no direct responsibility for the construction and improvement of the road system, the provision of a road system to adequately serve the needs of the County is of major concern to Fairfax County and its citizens. Therefore, to give a more complete picture of the transportation projects programmed in Fairfax County, the VDOT programs are included for information purposes. To supplement the VDOT programs, other funds and programs have been established and are also included in the CIP.

Section 33.1-75.1 of the Code of Virginia enables the County to designate up to \$500,000 in County funds for improvements to the secondary and primary road systems, with these funds to be equally matched by VDOT funds limited to a maximum of \$15,000,000 matching VDOT funds statewide. This program is referred to as the Revenue Sharing Program, and provides that VDOT match the County funds as a priority before allocating monies to its road systems. Therefore, the use of these funds results in a net increase of State funds available for road construction and related transportation projects in the County.

For more information on all of VDOT operations, projects and funding, visit their web site, www.virginiadot.org. Specific Fairfax County projects can be found by entering: Projects and Studies, Transportation Financing, Six Year Improvement Program, with the following parameters, FY07 Final, All Districts, Fairfax County, All Road Systems.

Public Transportation

Public transportation in Fairfax County includes several different types of capital facilities programmed to move people effectively throughout the transportation network in the County and the region. Primary capital facilities include Metrorail, Metrobus, FAIRFAX CONNECTOR, commuter park-and-ride lots, and commuter rail related projects. The County's role with neighboring Virginia jurisdictions, the Washington, D.C. region, and State and Federal entities varies from project to project.

Metrorail

The Washington Metropolitan Area Transit Authority (WMATA) was created on February 20, 1967, according to an interstate compact between Virginia, Maryland, and the District of Columbia by Public Law 89-744 approved on November 6, 1966. On March 1, 1968, the construction and operation of a 98-mile rapid transit rail system with 86 stations serving the national capital region was approved by WMATA. The National Capital Transportation Act was enacted in December 1969, authorizing the construction of the system and provided Federal support for the Adopted Regional System (ARS). Since that time, there have been several modifications to the ARS, and the system, which currently is approximately 103 miles long.

The following five Metrorail stations are located in Fairfax County: the West Falls Church-VT/UVA, Dunn Loring-Merrifield, and Vienna-Fairfax/GMU Stations on the Orange line, the Franconia-Springfield Station on the Blue line, and the Huntington Station on the Yellow line. The Van Dorn Station on the Blue line is located in Alexandria but also serves transit riders of Fairfax County. Funding for the construction of the originally estimated \$2.555 billion Metrorail system was initially predicated upon a direct Congressional appropriation of \$1.147 billion, net proceeds from federally guaranteed WMATA revenue bonds of \$.835 billion and direct local contributions of \$.573 billion, of which Fairfax County's share was \$61.9 million. Following the execution of the original 1970 Metrorail capital contributions agreement and satisfaction of the original commitment by the local jurisdictions, the cost of the system has been re-estimated at significantly higher levels. The current estimate for the full 103-mile ARS is \$9.3 billion. Five interim capital contribution agreements between WMATA and the participating political jurisdictions have been executed to fund the construction of the Metrorail system. Most recently each WMATA member jurisdiction executed a Local Funding Agreement (LFA) with WMATA which sets forth the terms and conditions of local commitments that will support the Fifth Interim Capital Contributions Agreement (ICCA-V). Fairfax County's total local share to complete construction of the 103-mile Metrorail system was \$113 million.

Metrobus

The WMATA Board of Directors payment policy requires local jurisdictions to pay their respective shares of the estimated operating deficits of the bus system and capital costs for new buses, old vehicle refurbishment, maintenance facility modernizations, bus shelter installation, and other miscellaneous improvements. The non-federal share of capital expenditures for the WMATA bus system are shared by Fairfax County and other local jurisdictions in the Washington metropolitan region. For FY 2008, it is anticipated that state funds will be used to meet Fairfax County's bus capital obligation for WMATA.

WMATA Capital – Metro Matters Program

In response to concerns about the future viability of the Metrobus system, WMATA established the Regional Mobility Panel in 1997. The Panel, consisting of elected officials, business people, labor representatives and citizens, was charged with preparing recommendations for improving the region's bus system and for funding WMATA's Rehabilitation and Replacement Program, called the Infrastructure Renewal Program (IRP). The IRP, now part of the Metro Matters capital program, includes both bus and rail capital projects which are necessary as the bus and rail infrastructure grows older. WMATA staff has identified the need to significantly increase the funds spent to repair and replace these capital assets.

The Regional Mobility Panel identified a projected annual regional shortfall in the WMATA Rehabilitation and Replacement Program of approximately \$100 million. It also strongly endorsed the concept that the federal government, as the largest employer in the region, should contribute a substantial portion of the funds needed to eliminate this projected shortfall. Subsequently, the Board of Supervisors endorsed the Interjurisdictional Funding Agreement (IFA). As part of the IFA, Fairfax County and the other jurisdictions agreed to gradually increase their share of the IRP each year through FY 2003 to match the increased federal funding for this program which was approved as part of the Transportation Equity Act for the 21st Century (TEA-21).

In September 2003, the WMATA Board and the General Manager launched the Metro Matters campaign to highlight the need for \$1.5 billion in urgent capital funding (above the FY 2005 capital program) needed to maintain the current system and respond to the increasing ridership demands for transit services in our region. The Metro Matters Funding Agreement between all WMATA jurisdictions includes the entire Metro CIP and all of the capital needs identified in the Metro Matters campaign, such as new railcars and buses. The agreement includes \$1.5 billion for the unfunded part of the IRP which includes system maintenance of the rolling stock and facilities, as well as some of the System Access Program (SAP) needs, including 120 new railcars, 185 new buses, and the ancillary facilities associated with operating and maintaining these vehicles. There is also a small security piece of the program which WMATA is assuming will be totally federally funded.

Metro has initiated two capital programs, the System Access Program (SAP) and the System Expansion Program (SEP). Collective with the IRP, these programs comprise Metro's Capital Improvement Program. The SAP is designed to provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. This program includes additional new rail cars, buses and parking spaces. The SEP is designed to accommodate expansions and extensions to the existing system including extending the rail system to Dulles Airport. Projects included in this program are funded on a reimbursement basis by the jurisdictions that request them. A small amount of funding is available regionally on an annual basis for feasibility studies and conceptual design work.

The Metro Matters program assumes \$260 million of new funding from the federal government. County bond funds and state transportation bond funds are also available to help pay for this program.

FAIRFAX CONNECTOR

In 1985 the FAIRFAX CONNECTOR System began operations providing service to the Huntington Metrorail Station. This service consisted of ten routes with 33 transit buses. Between 1988 and 1993, the system was expanded to include service to Van Dorn Metrorail Station, Springfield Mall, Tysons Corner Center, Dunn Loring-Merrifield Metrorail Station, Vienna/Fairfax – GMU Metrorail Station, and the Pentagon Metrorail Station. In 1994, the FAIRFAX CONNECTOR system implemented a major expansion of 16 routes serving the Reston-Herndon area to West Falls Church Metrorail Station and the Pentagon Metrorail Station. Service was expanded again in 1997 to the new Franconia/Springfield Metrorail Station. In 1999, the County launched the Dulles Corridor Express Bus service, effectively doubling the service in the corridor. In 2001, bus service in the Dulles Corridor and a cross-county route from the Fairfax County Government Center to Reston Town Center via Fair Lakes were added. In Fall 2004, Fairfax County redesigned the service in the Huntington Division. This redesign included over a 62 percent increase in service and an express bus service route on Route 1 called the Richmond Highway Express (REX), which is operated by the Washington Metropolitan Transit Authority (WMATA). Actual operations in 2006 included 56 routes serving 9 Metrorail Stations with 170 transit buses.



Picture of the new FAIRFAX CONNECTOR bus.

Dulles Corridor Bus Rapid Transit Service

The Board of Supervisors approved the Dulles Corridor Express Bus Service in FY 1999. This plan was implemented in July 1999, and more than doubled the amount of service in the Dulles Corridor. In FY 1998, the County secured approximately \$8.9 million in surplus Dulles Toll Road revenues to pay for the operating costs of this new service until the end of FY 2001. Subsequently, funding has been approved through FY 2007. The initial agreement with the Commonwealth Transportation Board requires the County to provide the capital facility and buses to operate the additional service. Accordingly, \$825,000 was spent to expand the FAIRFAX CONNECTOR Herndon Operations Center, and the County purchased 20 new buses for the Dulles Corridor service for approximately \$5.0 million. The County paid for these capital facilities and bus expenditures with general funds. The Dulles Corridor Express Bus Service (now called the Dulles Corridor Bus Rapid Transit Service) is the first step to increase transit service in the corridor and ultimately construct a rail extension from West Falls Church Metrorail Station through Tysons Corner to Dulles Airport and Loudoun County. As of 2003, service levels and frequencies

equal and, in many cases, exceed projects being developed and implemented throughout the United States. In 2001, Fairfax County purchased the Herndon Operations Center for \$3.3 million.

Dulles Corridor Rail Project

The extension of the Metrorail system to Tyson's Corner and Dulles International Airport (IAD) has been identified as a transportation priority for Fairfax County and the Commonwealth of Virginia for several decades. A Metrorail extension has been approved by the Federal Transit Administration and endorsed by the Fairfax County Board of Supervisors, the Commonwealth Transportation Board (CTB) and WMATA after substantial public review and comment.

Recently, the Commonwealth of Virginia and the Metropolitan Washington Airports Authority (MWAA) initiated negotiations for MWAA to takeover the operation and maintenance of the Dulles Toll Road (DTR) and the construction of the Metrorail extension in the Dulles corridor. While the project will still be constructed in two phases, the time period between completion of Phase I and completion of Phase II will be reduced significantly. Phase I of the project will operate from the Orange Line in I-66 into Tyson's Corner, with four stations located within Tyson's Corner along Route 123 and Route 7 and an interim terminus at Wiehle Avenue and the Dulles Airport Access Road. Phase I construction is anticipated between 2007 and 2012 at a cost of approximately \$2.1 billion. Phase II will operate from Wiehle Avenue along the DTR into Dulles International Airport and to Loudoun County. There will be three stations in Fairfax County, one at the main terminal of Dulles International Airport, and two stations in Loudoun County. The cost of this phase of the rail extension is currently estimated at \$2.0 billion. A tax district, the Dulles Corridor Transportation Improvement District has been created to cover Fairfax County's share of the Phase I capital cost. This share is \$400 million. On January 21, 2004, the land-owners in the Phase I area of the corridor submitted a petition to form the tax district to the Board of Supervisors, and the Board approved the formation of the district on June 21, 2004.

For more information on the funding breakdown for this project, visit the DRPT website, www.dullesmetro.com, and the [SYIP Reports, 2007-2012 REVISED SYIP: Rail & Public Transportation](#).

Additional Park-and-Ride Projects

The FY 1999, 2000, 2001 and 2004, Congestion Mitigation and Air Quality Program includes \$8.68 million for Fairfax County to develop two park-and-ride lots along the Franconia-Springfield Parkway west of I-95, including one in the vicinity of Gambrill Road and one on Backlick Road North. These facilities are intended to reduce the number of single occupant vehicles using the Springfield Interchange while it is reconstructed, and to supplement parking at the Franconia-Springfield Metrorail Station which is at capacity, despite the opening of a 1,000 space parking garage expansion in 2003. The Gambrill Road Park-and-Ride lot was opened in May 2005. The Backlick Road lot is scheduled to begin construction in Spring 2007 and completed in December 2007.

In support of revitalization efforts in the Springfield Community Business Center (CBC), and in light of the effects of major highway construction undertaken by VDOT at the Springfield Interchange, the County commissioned market and transportation studies and has been working with the community on community revitalization planning and visioning efforts. These efforts resulted in the recent adoption of a Comprehensive Plan Amendment for the Springfield CBC. The Amendment put in place land use provisions that support development of a town center concept with a mix of commercial and residential uses. The Comprehensive Plan Amendment provides for construction of a commuter parking facility with the potential for shared parking arrangements to accommodate the parking needs generated as a result of County revitalization activities in the CBC, as well as commuters.

Commuter Rail

Fairfax County, as a member of the Northern Virginia Transportation Commission (NVTC), and in cooperation with the Potomac and Rappahannock Transportation Commission (PRTC), participates in the development of plans, budgets, agreements and capital projects for the operation of the Virginia Railway Express (VRE) commuter rail service. VRE operates peak period service on the CSX Transportation line from Fredericksburg to Union Station and on the Norfolk Southern Railway line from Manassas to Union Station. Fairfax County has five stations operating in the system. Each of these facilities includes parking lots, station platforms, fare equipment and user amenities.

VRE has completed a strategic plan, the Virginia Railway Express – Phase I Strategic Plan, June 2002, which outlines short-term, medium and long-range capital needs, and Phase II completed May 2004. This phase of the plan discusses the long-term capital and equipment needs for the VRE system, and also, various expansion options and their associated capital needs requirements. Ridership in the VRE system, including Fairfax County, continues to grow. Ridership is averaging close to 16,000 daily riders. More parking, rail cars, new stations, and station improvements, rolling stock storage, and track improvements are needed to keep pace with the demand. Details of these capital improvement needs are outlined in both strategic plan documents. All of Fairfax County's VRE stations (Burke Centre, Rolling Road, Lorton, Backlick and Franconia-Springfield) are affected by or will affect the system's growth. Parking is a particular issue for Fairfax County at the Burke Centre and Rolling Road facilities. A parking feasibility study for Burke Station was completed in May 2004. One of its primary recommendations was to construct a structured parking lot on site. The Board of Supervisors endorsed the final draft of the feasibility study with this recommendation on December 8, 2003. Design of this facility began in September 2004 using federal Congestion Mitigation and Air Quality (CMAQ) funds and is now complete. Construction began in the fall of 2006 and is expected to be completed in 2008. Examination of the Rolling Road Station parking lot is continuing to determine what improvements can be implemented at that facility.



Artist rendering of the Burke Virginia Railway Express (VRE) Station.

Pedestrian Initiatives

Pedestrian initiatives in the County support non-motorized transportation alternatives, including the Sidewalk Program and the Trail Program. The Sidewalk Program is directed toward the provision of safe walking conditions for the public school students of the County in cooperation with the School Board. The Trail Program was developed in recognition of the general lack of safe paths for non-motorized transportation. Trails are intended to serve the recreation and transportation needs of pedestrians, bicyclists, and equestrians. In addition, Fairfax County has been working to improve pedestrian safety through implementing recommendations from the Transportation Advisory Commission after hosting a pedestrian summit. Improvements will include pedestrian safety initiatives such as better "Yield to Pedestrian" signage, increased public awareness through a media campaign, and changing the County code to increase penalties for crosswalk violations by drivers failing to yield the right of way. Other initiatives include: conducting a comprehensive pedestrian safety review of all public transit bus stops, working jointly with VDOT to construct pedestrian bridges at busy intersections, and introducing a pilot project to install in-ground illumination for pedestrian safety in the Richmond Highway area.

CURRENT PROJECT DESCRIPTIONS

The Transportation CIP consists of projects presented in six program sections: the Board of Supervisors Four Year Transportation Plan, Revenue Sharing Projects, Fairfax County Road Projects, Public Transportation Projects, Pedestrian Initiatives, Other VDOT Projects, and an Information Only section consisting of road projects that are included in the VDOT Six-Year Program.

1. **Four-Year Transportation Plan** (Countywide): \$105,000,000 for a comprehensive transportation plan as approved by the Board of Supervisors on February 9, 2004. The plan includes major transit and highway projects, and spot intersection and pedestrian improvements, and reflects a commitment to ensure that relief is brought to communities in all corners of Fairfax County. The plan includes projects that have been identified as crucial needs by citizens and planners and projects that focus on lower-cost, quick-hit solutions to clear bottlenecks and increase safety throughout the County. Projects were selected based on the following criteria: demonstrated need, realistic and achievable in four years, funding not expected from other sources in the near future, and most “bang for the buck”. This program will be funded by a combination of \$50 million in Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds (federal with state match) and \$165 million in County General Obligation Bonds. These bonds were approved by the voters on November 2, 2004. Of the total \$165,000,000 in bonds approved for the Four-Year Transportation Plan, \$110,000,000 will go to Metro. The following project list is not a complete list of the Four-Year Plan projects, but represents projects that are not yet complete and are either partially or fully funded as a result of the Four Year Transportation Plan.

Major Transit and Highway Projects

- A. **Metro Infrastructure Renewal Program.** \$110,000,000 in Four-Year Plan. (See Project 16 below.)
- B. **Route 29/Gallows Road Intersection Improvements.** The total cost of this project is \$75,151,000, of which \$23,000,000 was included in the Four-Year Plan to supplement VDOT funding for at-grade intersection improvements, including widening to 6 lanes on Route 29 from the Beltway to Merrilee Drive and Gallows Road from Providence Forest Drive to Gatehouse Road.
- C. **Burke Centre VRE Station.** \$19,500,000 is dedicated for this project in the Four Year Plan to supplement Federal CMAQ funding. An additional \$9,376,000 is required to complete the project with a total project estimate of \$28,876,000. (See Project 23 below.)
- D. **Stringfellow Road.** \$16,000,000 to supplement VDOT funding to widen Stringfellow Road to 4 lanes from Route 50 to Fair Lakes Boulevard.
- E. **Centreville Road.** \$29,000,000 to widen Centreville Road to 4 lanes from Metrotech Drive to McLearen Road.

Minor Spot Intersection Improvement Projects

- F. **Route 236 at Beauregard Street.** \$1,000,000 to add a second left turn lane on eastbound Route 236 to Beauregard Street.
- G. **Braddock Road at Route 236.** \$600,000 to realign the eastbound lanes through the intersection.
- H. **South Kings Highway at Harrison Lane.** \$3,000,000 to provide turn lanes at the intersection.

Pedestrian Projects

- I. **Hunter Mill Road Walkway.** \$325,000 to construct a walkway from Chain Bridge Road to Corbalis Park.
- J. **Old Centreville Road Trail.** \$90,000 to construct a trail from the Old Mill Community to the Park and Ride Lot at Centreville Methodist Church.

REVENUE SHARING PROJECTS

2. **Future Revenue Sharing Match from VDOT** (Countywide): \$2,500,000 including \$500,000 per year for State revenue sharing projects to be determined.
3. **Lee Highway Widening** (Springfield): \$3,909,942 for preliminary engineering to widen to six lanes from Shirley Gate Road to Old Centreville Road. (\$1,954,971 County funds, \$1,954,971 VDOT Revenue Sharing Program funds).

FAIRFAX COUNTY PROJECTS

4. **Board of Road Viewer and Road Maintenance Projects** (Countywide): These are two continuing programs for the maintenance and improvement of roads throughout the County. The Road Viewers Program provides for survey, engineering, and road construction of projects in the Board of Road Viewers Program. Once improvements are funded and completed, the need for ongoing County maintenance work on the roadway is eliminated. The Road Maintenance Program provides funding for maintenance of the roads in Fairfax County not currently included in the Virginia Department of Transportation (VDOT) Secondary Road System. The goal of this program is to ensure the safe operation of motor vehicles through maintenance of these existing County travel-ways. Maintenance work includes but is not limited to, grading, snow and ice control, replacement of substandard materials, patching of existing travel-ways, minor ditching, and stabilization of shoulders, slopes, and drainage facilities.
5. **Emergency Road Repair** (Countywide): This is a continuing project to address emergency and safety road repair to County-owned service drives and stub streets which are not currently accepted for maintenance by VDOT.
6. **TAC Spot Improvement Program** (Countywide): This is a continuing program to fund spot improvement projects throughout the County. This is an on-going program and consists of intersection improvements and other miscellaneous transportation improvements.
7. **Advanced Preliminary Engineering** (Countywide): \$1,530,000 for the Advanced Preliminary Design Program, which was created by the Board of Supervisors to plan for and evaluate the impacts of roadway improvements before their implementation.
8. **Roberts Road/Braddock Road** (Braddock): \$444,000 for the addition of a southbound right turn lane on Roberts Road, turning onto westbound Braddock Road.
9. **West Ox Road/Monroe Street** (Hunter Mill): \$350,000 for the addition of a left turn lane from eastbound West Ox Road to Monroe Street.
10. **Stone Road** (Sully): \$1,284,000 for construction of a raised median from Route 29 to Billingsgate Lane and additional widening to Awbrey Patent Drive.
11. **Fairfax County Parkway/Sunrise Valley Drive** (Hunter Mill): \$125,000 to construct a dual left turn lane on northbound Fairfax County Parkway.
12. **Tall Timbers Drive** (Springfield): \$1,200,000 to construct a segment connecting two existing portions of Tall Timbers Drive.
13. **Stonecroft Boulevard Widening** (Sully): \$550,000 to widen Stonecroft Boulevard to a six-lane section in front of the Sully Governmental Center.

14. **Poplar Tree Road Widening** (Sully): \$550,000 to widen Poplar tree Road to a four lane section from Sully Station Drive to Braddock Ridge Drive.
15. **South Van Dorn/Franconia Advanced Right of Way** (Lee): \$1,100,000 to support interchange improvements at South Van Dorn and Franconia Road. The project is being managed by Fairfax County for the Virginia Department of Transportation (VDOT) and utilizes federal funding. Due to active construction and development at an adjacent site, advance land acquisition of two sites and redesign of the development was required in order to obtain the right-of-way necessary for road construction. The Board of Supervisors authorized land acquisition on January 22, 2007.

PUBLIC TRANSPORTATION PROJECTS

16. **Metro Matters Program** (Countywide): This program includes railcar rehabilitations, escalator overhauls and station enhancements. Fairfax County's share of the Metro Matters Program is estimated at \$128.4 million from FY 2008 to FY 2012. These expenses were previously paid with state aid, but will be paid with a combination of County General Obligation Bonds and state aid. These funds provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. This program includes projects like new rail cars and buses and additional parking spaces.
17. **Beyond Metro Matters Program** (Countywide): This program is estimated at \$5.3 million for FY 2008 – FY 2012. Fairfax County's share of the WMATA's FY 2008 System Expansion Program (SEP) is \$0.4 million. These funds are used to accommodate expansions and extensions to the existing system. This does not include the cost associated with the Dulles Rapid Transit Project. Funding for this project will be provided with a combination of County Bonds, State aid, and Federal funds. The cost of these expenditures are programmed in the year WMATA expects to make the purchase. Funding for this project will be provided with a combination of County Bonds and State aid. This program provides for projects that were unfunded in the Metro Matters Agreement.
18. **West Ox Bus Operations Center** (Springfield): \$54,450,000 for the construction of a joint-use bus maintenance and operations facility for Fairfax Connector and WMATA buses which will primarily serve Fairfax County. Phase I includes land acquisition, design, and construction of the Fairfax facility for up to 175 buses, with costs to be shared by both the County and WMATA. Phase II, which is still in the planning stage, will complete the facility to handle a total of 300 buses. A feasibility study was completed in FY 2004 and the design phase was started in FY 2004. The construction is anticipated to be completed in FY 2009. The Total Project Estimate including WMATA's share is currently \$54,450,000 (\$24,993,000 Fairfax and \$29,457,000 WMATA). This project will be completed in conjunction with the development of the Camp 30 site. This project is supported by the 1988 and 1990 Transportation Bond Referendum.
19. **Bus Shelter Program** (Countywide): \$1,819,000 for the installation of bus shelters Countywide. These funds will be used to purchase and install over 100 bus shelters, pads, benches and access improvements in locations throughout the County. The project is funded from several sources including Congestion Mitigation and Air Quality grants, a Transportation Enhancement grant and a Transportation Efficiency Improvement grant. The County and VDOT are working collaboratively to install bus shelters more quickly.
20. **Seven Corners Transit Center** (Mason): \$1,000,000 for the construction of a transit center at Seven Corners Shopping Center to encourage transit ridership and reduce congestion. The development of a transit center at the Seven Corners Shopping Center in eastern Fairfax County will provide a major transfer point for Metrobus passengers in eastern Fairfax County and western Arlington County. CMAQ funds have been approved for this project. These funds will be used to develop an efficient transfer area with bus shelters, information kiosks, landscaping, trash cans, and a reinforced bus bay area and travel way. This facility is currently in the design phase.

21. **Franconia/Springfield Parkway Park-and-Ride Lots** (Lee): \$4,369,000 for the final of three park-and-ride lots with approximately 1,100 total parking spaces along the Franconia-Springfield Parkway west of I-95. These lots include: Gambrill, completed in May 2005, Sydenstricker, completed in August 2000, and Backlick North scheduled to be completed in December 2007. Fairfax County's local share match for this CMAQ project was previously funded for \$640,000.
22. **Reston East Park-and-Ride Lot Expansion** (Hunter Mill): \$20,000,000 to design and construct a 2,200 space parking garage, adjacent to the existing site of the current Reston East park-and-ride lot, to meet existing and future demand.
23. **Burke Centre VRE Station** (Braddock): \$28,876,000 for the expansion of the Burke Centre VRE parking lot to include an estimated 1,290 space parking structure and 235 additional surface spaces. Construction began in the fall of 2006 and is expected to be completed in 2008. Funding from the Four Year Plan has been dedicated to this project in the amount of \$19.5 million.
24. **Richmond Highway Public Transit Initiatives (RHPTI)** (Mt Vernon): \$55,000,000 for this initiative, based on the U.S. Route 1 Corridor Bus Study conducted by the Northern Virginia Transportation Commission and an update prepared by Fairfax County. The project involves establishing several major and minor transit centers, improving bus stops, implementing Richmond Highway Express (REX) bus service throughout the corridor, enhancing the advanced public transportation system aided by bus signal priority and bus pre-emption signalization, connecting gaps in the pedestrian network, and establishing additional park-and-ride facilities. Fairfax County needs \$55.0 million to meet the goals of the initiative, and has obtained \$28.3 million toward needed improvements. In FY 2005, Fairfax County implemented the South County Bus Service which includes bus rapid transit (the REX service), operated by WMATA.
25. **Huntington Metro Parking** (Mt Vernon): \$31,200,000 to construct 925 replacement and 500 additional parking spaces at the Huntington Metrorail station. WMATA entered into a joint development agreement with a private company to build a mixed-use development on a portion of the south surface parking lot at the Huntington Metrorail Station. The current Metrorail parking will be moved to a parking structure on the north side. As part of the agreement, the developer will pay Metro to build a parking structure to replace the surface parking lot. This project is funded by approximately \$13 million from private developers, \$8.0 million from WMATA resources, \$6 million from NVTC funds and \$4.2 million from the County's parking surcharge account.

PEDESTRIAN INITIATIVES

26. **Route 50 Pedestrian Improvements** (Mason): \$775,000 to improve pedestrian access to activity centers along Route 50 from Jaguar Trail to the Arlington County line. This project is supported by CMAQ funds.
27. **Route 50 Pedestrian Bridge** (Mason): \$2,628,000 to install a pedestrian bridge east of Route 7 at Seven Corners Shopping Center. This project is supported by State funds.
28. **State Supported Countywide Trails** (Countywide): \$2,000,000 for design and construction of four pedestrian facilities: Columbia Pike Trail, Phase II; Soapstone Drive Pedestrian Project; Sunset Hills Road Pedestrian Connection; and pedestrian and transit access improvements in Tysons Corner. This project is supported by CMAQ funds.
29. **Safety Improvements and Emergency Maintenance of Existing Trails** (Countywide): This is an on-going project which provides for upgrading and emergency maintenance of existing trails. These upgrades to public standards address safety and hazardous conditions, deterioration of trail surfaces, and the replacement and repair of guardrails, handrails, and pedestrian bridges. Several older trails do not meet current standards, and projects have been designed to alleviate safety problems, including incorrect grades, steep slopes, or obstructions (i.e., power poles/trees that are located too close to the trail).

30. **Walkways (Trails and Sidewalks)** (Countywide): This is an on-going project which provides for the installation of trails and sidewalks on a countywide basis as identified by the Sidewalk and Trails Committee. In recent years, the Board of Supervisors has established a new approach for funding streetlight, trails, and sidewalk projects. A new program entitled "Prioritized Capital Projects" has been established for each Supervisor District. If surplus funding is identified throughout the fiscal year and dedicated for this program, each Board member receives an equal portion of the funding and works with the Department of Public Works and Environmental Services to address the top priority projects.
31. **VDOT Sidewalk Repairs/Replacement** (Countywide): This program supports Virginia Department of Transportation (VDOT) participation projects for sidewalk repair and replacement. VDOT will conduct repair and replacement of County maintained sidewalks, where practical and is reimbursed by the County, subject to an agreement approved by the Board of Supervisors. This program allows the County to minimize construction costs by permitting VDOT to conduct repair and replacement of multiple sidewalks within one construction contract. The County is then responsible for reimbursing VDOT at the completion of the project.
32. **On-Road Bike Lane Initiative** (Countywide): \$500,000 to construct on-road bike lanes in the County. CMAQ funds will be used for this project. Phase I will involve bike lanes in the Gallows Road Corridor from Tysons to the W & OD Trail.
33. **Safety Enhancements for Bus Shelters/Stops** (Countywide): This is a continuing project to address on-going safety enhancements and improvements for countywide bus shelters and bus stops. A recent condition assessment provided a status report on the 3,941 stops in the County. The study found that the condition of the County's bus stops varied greatly throughout the region. Of the total, 190 stops were categorized as difficult to access and use. Another 465 stops are missing essential elements for accessibility and were located on busy roadways. Only 154 of the bus stops met all federal Americans with Disabilities Act (ADA) requirements. The study also identified an improvement program for the bus stops in most need of repair, resulting in a listing of 344 bus stops requiring improvements in the near-term. Funding requirements of approximately \$2.0 million are anticipated every other year to continue this project.
34. **Burke VRE Pedestrian Improvements** (Braddock): \$1,360,000 to fund pedestrian trails and intersection improvements near the Burke Virginia Railway Express (VRE) Station. These improvements include a series of trail connections and stream crossings between the VRE Station and the Burke Centre communities. The trails and intersection improvements identified will provide better pedestrian access to the station, making it easier for VRE riders to walk or bike to the station instead of driving their cars and parking at the site. In addition, an amount of \$300,000 is included for a feasibility study to examine the possibility of enhancing pedestrian access to the Burke Centre VRE Garage with a pedestrian bridge from the north side of the Norfolk Southern railroad.

OTHER

35. **VDOT Administration Building** (Springfield): \$54,000,000 for design and construction of a new Northern Virginia District headquarters for VDOT. The facility will be a total of approximately 145,000 square feet and will include space for the Virginia State Police District 7 Headquarters, the Virginia Department of Emergency Management and the Virginia Department of Fire Programs. This project will be fully funded by the Commonwealth of Virginia under the terms of the Master Development Agreement (MDA) for the Camp 30/ West Ox Road Complex. Fairfax County will serve as the developer of the project on behalf of the Commonwealth, under the terms of the MDA.

36. **VDOT West Parcel Maintenance Facility** (Springfield): \$10,500,000 for design and construction of a VDOT maintenance complex at the Camp 30/ West Ox Road complex. The project will be located at the west side of the Camp 30/ West Ox Complex, west of the closed I-66 Landfill, and abutting the Fairfax County Parkway and Interstate Route 66. The project will provide new facilities for VDOT's Burke maintenance area, State Forces Construction and Interstate Maintenance. The existing salt dome will remain, and a new salt dome, administration and maintenance buildings, and storage facilities will be constructed. This project will be fully funded by the Commonwealth of Virginia under the terms of the Master Development Agreement (MDA) for the Camp 30/ West Ox Road Complex. Fairfax County will serve as the developer of the project on behalf of the Commonwealth, under the terms of the MDA.

VDOT SIX-YEAR PROGRAM

More Detailed information may be found on these projects using VDOT's web site, at www.virginiadot.org. Specific Fairfax County projects can be found by entering: Projects and Studies, Transportation Financing, Six Year Improvement Program, with the following parameters, FY07 Final, All Districts, Fairfax County, All Road Systems. Click on any individual project for the detailed information.

Virginia Department of Transportation (VDOT) Six-Year Program

Total Line Item Estimate: \$1,593,422 (K)
(Values in Thousands of Dollars)

UPC	Description	Route	District	Road System	Estimate	Previous	FY 2007	FY2008 - FY2012	Balance
63578	CITY OF FAIRFAX - CROSS COUNTY TRAIL	EN02	Northern Virginia	Enhancement	\$1,061	\$1,526	\$0	\$0	(\$465)
56356	RTE 66 - ACCESS IMPROVEMENTS AND FLYOVER - PE ONLY	66	Northern Virginia	Interstate	\$13,911	\$0	\$0	\$49,938	(\$36,027)
81009	I-66/VIENNA METRO RAIL ACCESSIBILITY & CAPACITY IMPROVEMENTS	66	Northern Virginia	Interstate	\$0	\$3,500	\$0	\$0	(\$3,500)
81321	ROUTE 66 - IMPROVE HORIZONTAL ALIGNMENT	66	Northern Virginia	Interstate	\$0	\$0	\$627	\$0	(\$627)
54	RTE 95 - INTERCHANGE IMPROVEMENTS (PE/RW ONLY-SEE LINEAGES)	95	Northern Virginia	Interstate	\$144,034	\$132,575	\$0	\$0	\$11,459
14676	RTE 95 - INTERCHANGE IMPROVEMENTS (PHASE I - PROVIDE 4TH LN)	95	Northern Virginia	Interstate	\$2,973	\$2,973	\$0	\$0	\$0
14677	RTE 95 - INTERCHANGE MODIFICATIONS (PHASES II & III)	95	Northern Virginia	Interstate	\$131,844	\$131,880	\$0	\$0	(\$36)
14678	RTE 95 - INTERCHANGE MODIFICATIONS - PHASE 4	95	Northern Virginia	Interstate	\$159,638	\$168,585	\$0	\$0	(\$8,947)
14680	RTE 95 - INTERCHANGE IMPROVEMENTS (PHASE 6 & 7)	95	Northern Virginia	Interstate	\$147,867	\$86,457	\$36,944	\$14,330	\$10,136
14682	RTE 95 - INTERCHANGE IMPROVEMENTS (PHASE VIII)	95	Northern Virginia	Interstate	\$86,527	\$0	\$0	\$84,400	\$2,127
17039	RTE 95 - CONSTRUCT RAMP	95	Northern Virginia	Interstate	\$2,040	\$2,040	\$0	\$0	\$0
17814	RTE 95 - INTERCHANGE MODIFICATION - TDM & TRANSIT - PE ONLY	95	Northern Virginia	Interstate	\$4,556	\$4,556	\$0	\$0	\$0
18004	RTE 95 - INTERCHANGE MODIFICATION - INCIDENT MANAGEMENT/TMS	95	Northern Virginia	Interstate	\$7,938	\$7,938	\$0	\$0	\$0
18005	RTE 95 - INTERCHANGE MODIFICATION - LOCAL AREA NETWORK OPER	95	Northern Virginia	Interstate	\$271	\$1,297	\$0	\$0	(\$1,026)
18006	RTE 95 - INTERCHANGE MODIFICATION - MARKETING & PUBLIC AFFAI	95	Northern Virginia	Interstate	\$6,342	\$6,342	\$0	\$0	\$0
18516	ROUTE 95 - I-495 WB ROADWAY AND RAMP IMPROVEMENTS	95	Northern Virginia	Interstate	\$869	\$869	\$0	\$0	\$0
50121	RTE 95 - EXPANSION OF COMMUTER PARKING LOT	95	Northern Virginia	Interstate	\$1,606	\$1,606	\$0	\$0	\$0
52403	RTE 95 - INFORMATION CENTER - PE ONLY	95	Northern Virginia	Interstate	\$3,998	\$3,998	\$0	\$0	\$0
54503	RTE 95/640 - CONSTR 225+ SPACE GAMBRILL ROAD PARK & RIDE LOT	95	Northern Virginia	Interstate	\$2,706	\$2,616	\$90	\$0	\$0
55384	RTE 95 - INTERCHANGE MODIFICATION - PHASE 5	95	Northern Virginia	Interstate	\$81,990	\$83,143	\$0	\$0	(\$1,153)
56915	RTE 95 - HIGHWAY ADVISORY RADIO	95	Northern Virginia	Interstate	\$101	\$101	\$0	\$0	\$0
60599	RTE 95 - STREAM COMPENSATION FOR SPRINGFIELD INTERCHANGE	95	Northern Virginia	Interstate	\$0	\$31	\$0	\$0	(\$31)
77261	RTE 95 - EXTEND ACCEL/DECEL LANES FOR HOV RAMP	95	Northern Virginia	Interstate	\$1,500	\$150	\$0	\$0	\$1,350
12796	RTE 495 (CAPTL BLTWY) - 5TH LANE(HOV) EACH DIRECTION-PE ONLY	495	Northern Virginia	Interstate	\$6,080	\$6,080	\$0	\$0	\$0
12797	RTE 495 (CAPTL BLTWY) - 5TH LANE(HOV) EACH DIRECTION-PE ONLY	495	Northern Virginia	Interstate	\$2,040	\$2,061	\$0	\$0	(\$21)
13335	RTE 495 (CAPTL BLTWY) - 5TH LANE(HOV) EACH DIRECTION-PE ONLY	495	Northern Virginia	Interstate	\$4,670	\$4,670	\$0	\$0	\$0
16625	RTE 495 - INTERIM ROADWAY LIGHTING - PE ONLY	495	Northern Virginia	Interstate	\$1,000	\$1,000	\$0	\$0	\$0
68805	RTE 495 - CAPITAL BELTWAY HOT LANES -- PPTA PROJECT	495	Northern Virginia	Interstate	\$7,083	\$472	\$2,410	\$1,496	\$2,704
70269	RTE 267 - DETERMINE LOCATION/INSTALL VARIABLE MESSAGE SIGNS	267	Northern Virginia	Miscellaneous	\$1,279	\$1,279	\$0	\$0	\$0
70270	RTE 267 - VIDEO SECURITY TOLL BOOTHS	267	Northern Virginia	Miscellaneous	\$378	\$378	\$0	\$0	\$0
70595	PEDESTRIAN/BUS STOP/TRAILS IMPROVEMENTS	BS00	Northern Virginia	Miscellaneous	\$1,200	\$1,200	\$0	\$0	\$0
70590	ON-ROAD BIKE TRAILS	BT00	Northern Virginia	Miscellaneous	\$400	\$400	\$0	\$0	\$0
80798	TOWN OF CLIFTON-MAIN STREET PARKING & SIDEWALK IMPROVEMENT:	CLFT	Northern Virginia	Miscellaneous	\$0	\$0	\$113	\$100	(\$213)
70559	EXPANSION OF ADMINISTRATION BUILDING	DT00	Northern Virginia	Miscellaneous	\$2,981	\$2,981	\$110	\$0	(\$110)
70574	VIDEO ENFORCEMENT SYSTEM	DT00	Northern Virginia	Miscellaneous	\$3,433	\$3,433	\$0	\$0	\$0
15157	GREAT FALLS STREET TRAIL-ALONG EAST SIDE GREAT FALLS STREET	EN94	Northern Virginia	Miscellaneous	\$596	\$1,639	\$0	\$0	(\$1,043)
50108	CONSTRUCTION OF A BICYCLE/PEDESTRIAN TRAIL	EN98	Northern Virginia	Miscellaneous	\$1,033	\$1,915	\$0	\$0	(\$882)
52288	SIDEWALKS / TRAILS AT METRO FACILITIES	R000	Northern Virginia	Miscellaneous	\$750	\$600	\$0	\$0	\$150
77591	LAND ACQUISITION FOR PEDESTRIAN TRAIL	R000	Northern Virginia	Miscellaneous	\$992	\$992	\$0	\$0	\$0
50007	SEVEN CORNERS TRANSIT TRANSFER CENTER	SCTC	Northern Virginia	Miscellaneous	\$1,000	\$1,000	\$0	\$0	\$0
70632	TRAILS PROJECTS AT VARIOUS LOCATIONS	TPO0	Northern Virginia	Miscellaneous	\$1,600	\$1,600	\$0	\$0	\$0
71413	Fairfax County Dulles Congestion Mitigation Projects		Northern Virginia	Primary	\$30,000	\$0	\$2,437	\$0	\$27,563
67772	RTE 1 - INSTALL CROSSWALK - FEASIBILITY STUDY ONLY	1	Northern Virginia	Primary	\$5,588	\$5,188	\$0	\$0	\$400
52327	RTE 7 - WIDEN TO 6 LANES	7	Northern Virginia	Primary	\$37,264	\$13,559	\$2,882	\$8,174	\$12,649
52328	RTE 7 - WIDEN TO 6 LANES - PE ONLY	7	Northern Virginia	Primary	\$10,000	\$2,686	\$1,386	\$0	\$5,928
72103	RTE 7 - SPOT IMPROVEMENTS	7	Northern Virginia	Primary	\$366	\$291	\$75	\$0	\$0
72511	RTE 7 - SPOT IMPROVEMENTS - APPROACH TO BELTWAY	7	Northern Virginia	Primary	\$347	\$648	\$0	\$0	(\$301)
79948	WIDEN ROUTE 7 TO SIX LANES	7	Northern Virginia	Primary	\$43,705	\$1,338	\$0	\$0	\$42,367
64966	RTE 28 - MONITOR PPTA PROJECT FUNDS & ACTIVITIES	28	Northern Virginia	Primary	\$22,660	\$22,660	\$0	\$0	\$0
64967	RTE 28 - MONITOR PPTA PROJECT FUNDS & ACTIVITIES	28	Northern Virginia	Primary	\$11,978	\$11,978	\$0	\$0	\$0
64968	RTE 28 - MONITOR PPTA PROJECT FUNDS & ACTIVITIES	28	Northern Virginia	Primary	\$13,300	\$13,300	\$0	\$0	\$0
71287	RTE 28 -REALIGNMENT WB RIGHT TRN LNE & SIGNALIZE INTERSECTION	28	Northern Virginia	Primary	\$477	\$393	\$4	\$0	\$80
78905	ROUTE 28 - PPTA PROJECT STUDY	28	Northern Virginia	Primary	\$302	\$302	\$0	\$0	\$0
78907	ROUTE 28 - PPTA PROJECT STUDY	28	Northern Virginia	Primary	\$381	\$381	\$0	\$0	\$0
11395	RTE 29 - LEE HIGHWAY - WIDENING TO 5 & 6 LANES	29	Northern Virginia	Primary	\$77,858	\$45,555	\$9,134	\$23,170	\$0
52471	RTE 29 - LEE HIGHWAY SHARED USE PATH - PE ONLY	29	Northern Virginia	Primary	\$850	\$850	\$0	\$0	\$0
77322	RTE 29 - BRIDGE REPLACEMENT OVER LITTLE ROCKY RUN	29	Northern Virginia	Primary	\$1,783	\$69	\$71	\$1,642	\$0
56780	RTE 50 - INSTALL FENCE ON BOTH SIDES OF ARLINGTON BOULEVARD	50	Northern Virginia	Primary	\$602	\$677	\$0	\$0	(\$75)
56866	RTE 50 - INSTALL PEDESTRIAN BRIDGE	50	Northern Virginia	Primary	\$5,008	\$4,335	\$283	\$390	\$0
58601	RTE 50 - PEDESTRIAN IMPROVEMENTS	50	Northern Virginia	Primary	\$1,797	\$775	\$0	\$0	\$1,022
68757	RTE 50 - 6-LANE WIDENING	50	Northern Virginia	Primary	\$48,248	\$1,624	\$9,504	\$19,042	\$18,077
71291	RTE 50 - EXT WB LTL & INSTALL EXCL EB & WB LEFT TURN SIGNALS	50	Northern Virginia	Primary	\$400	\$528	\$0	\$0	(\$128)
52503	RTE 193 - LOWER VERTICAL CURVE	193	Northern Virginia	Primary	\$519	\$513	\$6	\$0	\$0
57547	RTE 193 - TRAFFIC CALMING	193	Northern Virginia	Primary	\$500	\$500	\$0	\$0	\$0
58434	RTE 235 - MOUNT VERNON TRAFFIC CIRCLE - PE ONLY	235	Northern Virginia	Primary	\$9	\$15	\$0	\$0	(\$6)
77404	RTE 235 - RECONSTRUCTION	235	Northern Virginia	Primary	\$10,542	\$992	\$3,877	\$3,666	\$2,008
17671	RTE 236 - TURN LNS SIGNAL & SPOT SAFETY IMPRVMENTS-PE & RW ONLY	236	Northern Virginia	Primary	\$12,228	\$12,228	\$0	\$0	\$0
62692	RTE 236 - INSTALL SECOND LEFT-TURN LANE & MODIFY SIGNAL	236	Northern Virginia	Primary	\$636	\$477	\$0	\$0	\$159
62857	RTE 236 - INSTALL SECOND LTL FROM WB ONTO ROUTE 620 SB	236	Northern Virginia	Primary	\$417	\$336	\$0	\$0	\$81
63717	RTE 236 - INSTALL PEDESTRIAN SAFETY MEASURES	236	Northern Virginia	Primary	\$1,319	\$1,319	\$0	\$0	\$0
18412	RTE 267 - TOLL BOOTH MODIFICATIONS	267	Northern Virginia	Primary	\$3,716	\$3,716	\$0	\$0	\$0
52922	RTE 267 - DULLES TOLL ROAD PROG - INTERCHANGE IMPROVEMENTS	267	Northern Virginia	Primary	\$5,938	\$1,276	\$0	\$0	\$4,662
53098	RTE 267 - DULLES TOLL ROAD - ADD'L TOLL COLLECTION CAPACITY	267	Northern Virginia	Primary	\$3,732	\$3,732	\$0	\$0	\$0
55273	RTE 267 - DTR-MODIFY SMART TAG ONLY LNS FOR OPEN LN CONCEPT	267	Northern Virginia	Primary	\$5,679	\$5,679	\$0	\$0	\$0
57298	RTE 267 - RAMP IMPROVEMENTS	267	Northern Virginia	Primary	\$8,441	\$7,182	\$0	\$0	\$1,259
60635	RTE 267 - UPDATE & RESTORE SECURITY SYSTEMS	267	Northern Virginia	Primary	\$105	\$155	\$0	\$0	(\$50)
61688	DULLES CORRIDOR - CONSTRUCT 3 SLIP RAMP	267	Northern Virginia	Primary	\$2,449	\$3,900	\$0	\$0	(\$1,451)
70274	RTE 267 - MODIFY/INSTALL SMART TAG ONLY LANES @ EB RAMPS DTR	267	Northern Virginia	Primary	\$7,915	\$2,277	\$123	\$6,518	(\$1,002)
77107	INTERGRATION OF TOLLBOOTH INTO THE ARCS SYSTEM	267	Northern Virginia	Primary	\$175	\$0	\$175	\$0	\$0
77108	ADDITIONAL SMART TAG (ONLY) LANES	267	Northern Virginia	Primary	\$22,313	\$873	\$1,627	\$0	\$19,813
59473	ADVERTISEMENT OF ANNUAL CONTRACTOR	BS00	Northern Virginia	Primary	\$0	\$267	\$0	\$0	(\$267)
64873	ADVERTISEMENT OF ANNUAL CONTRACTOR	BS00	Northern Virginia	Primary	\$725	\$1,353	\$0	\$0	(\$628)
70601	CONGESTION RELIEF PROJECT - INTERSECTION IMPROVEMENTS	CRPT	Northern Virginia	Primary	\$1,675	\$1,675	\$0	\$0	\$0
77281	CONSTRUCT SECOND LEFT-TURN LANE ON EXIT RAMP	CRPT	Northern Virginia	Primary	\$200	\$200	\$0	\$0	\$0
52472	ACCOTINK GATEWAY CONNECTOR TRAIL	R000	Northern Virginia	Primary	\$9	\$9	\$0	\$0	\$0
57046	TECHWAY - FEASIBILITY STUDY - PE ONLY	R000	Northern Virginia	Primary	\$400	\$400	\$0	\$0	\$0
13926	AERIAL SURVEY - PE ONLY	SASM	Northern Virginia	Primary	\$1,410	\$1,948	\$0	\$0	(\$538)
T1125	Relocation of Arlington Division WMATA Garage		Northern Virginia	Public Transportation	\$1,000	\$1,000	\$0	\$0	\$0
T1124	Richmond Highway Bus Priority Project		Northern Virginia	Public Transportation	\$625	\$1,324	\$824	\$0	(\$1,523)
T1123	WMATA Bike Racks on Buses		Northern Virginia	Public Transportation	\$500	\$400	\$0	\$0	\$100
T1120	Springfield CBD Commuter Parking		Northern Virginia	Public Transportation	\$3,750	\$6,000	\$4,750	\$0	(\$7,000)
T1117	Crystal City Potomac Yards Transitway		Northern Virginia	Public Transportation	\$705	\$1,205	\$0	\$0	(\$500)
T239	Fairfax County Line - Washington Boulevard		Northern Virginia	Public Transportation	\$500	\$500	\$0	\$0	\$0
T236	Install 600 Bus Stop Signs Throughout Region		Northern Virginia	Public Transportation	\$96	\$96	\$0	\$0	\$0
T235	Install CRT Exhaust Filters for 250 Buses		Northern Virginia	Public Transportation	\$1,200	\$1,200	\$0	\$0	\$0
T233	Install Canopies Over Bus Bays at 4 Metrorail Stations		Northern Virginia	Public Transportation	\$1,250	\$1,250	\$0	\$0	\$0
T232	Pentagon City Metro Station: Hayes Street		Northern Virginia	Public Transportation	\$1,800	\$1,800	\$0	\$0	\$0
T230	Media Program To Promote TDM's		Northern Virginia	Public Transportation	\$160	\$160	\$0	\$0	\$0
T229	Citywide Transportation Demand Program Start-up Funding		Northern Virginia	Public Transportation	\$80	\$80	\$0	\$0	\$0
T209	Dulles Corridor Transit Service Expanded Express Bus Service		Northern Virginia	Public Transportation	\$3,500	\$3,500	\$0	\$0	\$0
T208	West Falls Church Metrorail Station Bus Bay Area Modifications		Northern Virginia	Public Transportation	\$1,000	\$800	\$0	\$0	\$200
T207	Springfield Mall Transit Store		Northern Virginia	Public Transportation	\$350	\$863	\$200	\$0	(\$713)
T181	Telecommuting Pilot Program		Northern Virginia	Public Transportation	\$80	\$80	\$0	\$0	\$0
T174	Public Education Campaign		Northern Virginia	Public Transportation	\$488	\$488	\$0	\$0	\$0
T169	Falls Church Electric Bus Service - Neighborhoods To Metrorail Stations		Northern Virginia	Public Transportation	\$564	\$564	\$0	\$0	\$0
T168	Support Implementation Telecommuting TCM-92		Northern Virginia	Public Transportation	\$702	\$702	\$0	\$0	\$0
T164	Expand TDM Program		Northern Virginia	Public Transportation	\$200	\$200	\$0	\$0	\$0
T163	Ballston Metrorail Station Safety/Station Access Improvements		Northern Virginia	Public Transportation	\$2,000	\$2,000	\$0	\$0	\$0
T161	Rideshare Program Expanded TCM-47		Northern Virginia	Public Transportation	\$444	\$444	\$0	\$0	\$0

Virginia Department of Transportation (VDOT) Six-Year Program

Total Line Item Estimate: \$1,593,422 (K)
(Values in Thousands of Dollars)



UPC	Description	Route	District	Road System	Estimate	Previous	FY 2007	FY2008 - FY2012	Balance
T160	Commuter Assistance Program (Commuter Stores and Services)		Northern Virginia	Public Transportation	\$2,365	\$2,365	\$0	\$0	\$0
T158	Bus Replacement (OmniRide Express Commuter Buses)		Northern Virginia	Public Transportation	\$15,290	\$13,090	\$2,200	\$0	\$0
T155	Transportation Emission Reduction Measures (TERMS)		Northern Virginia	Public Transportation	\$2,000	\$2,000	\$0	\$0	\$0
T154	Bus Shelter Programs: Fairfax, PRTC, Arlington and Alexandria		Northern Virginia	Public Transportation	\$700	\$700	\$0	\$0	\$0
T153	Bus Service Start-up		Northern Virginia	Public Transportation	\$2,500	\$2,500	\$0	\$0	\$0
T151	Provide Free Bus Rides on Code Red Days		Northern Virginia	Public Transportation	\$3,251	\$3,251	\$0	\$0	\$0
T126	Track and System Engineering Improvements		Northern Virginia	Public Transportation	\$650	\$650	\$0	\$0	\$0
T100	Commuter Assistance Program		Northern Virginia	Public Transportation	\$9,445	\$9,145	\$300	\$0	\$0
T99	Transit Store Funding		Northern Virginia	Public Transportation	\$1,300	\$1,300	\$0	\$0	\$0
T69	Signal Upgrade		Northern Virginia	Public Transportation	\$195	\$195	\$0	\$0	\$0
T67	Increase Capacity at Alexandria Station		Northern Virginia	Public Transportation	\$125	\$125	\$0	\$0	\$0
T66	Rideshare Program Enhancements		Northern Virginia	Public Transportation	\$1,750	\$1,750	\$0	\$0	\$0
T34	Regional Traffic Control Measures		Northern Virginia	Public Transportation	\$1,500	\$1,500	\$0	\$0	\$0
T28	King Street Metro Station Improvements		Northern Virginia	Public Transportation	\$200	\$200	\$0	\$0	\$0
T27	Signal Conversion (Potomac Yards - South of Alexandria)		Northern Virginia	Public Transportation	\$1,100	\$1,100	\$0	\$0	\$0
T21	Completion of Transit Center		Northern Virginia	Public Transportation	\$1,000	\$1,000	\$0	\$0	\$0
T1173	Transit Improvements	1	Northern Virginia	Public Transportation	\$800	\$800	\$0	\$0	\$0
70734	CONGESTION RELIEF PROJECT - BURKE CENTER VRE SHUTTLES	CRPT	Northern Virginia	Public Transportation	\$800	\$800	\$0	\$0	\$0
64209	RTE 602 - INST SECOND NB LTL ONTO ROUTE 5320	602	Northern Virginia	Secondary	\$513	\$500	\$13	\$0	\$0
65071	RTE 606 - EXTEND EB & WB LEFT TURN LANES.	606	Northern Virginia	Secondary	\$361	\$363	\$0	\$0	(\$2)
16504	RTE 608 - WIDEN TO 4 LANES	608	Northern Virginia	Secondary	\$23,383	\$21,520	\$2,384	\$0	(\$520)
77779	RTE 608 - UTILITY RELOCATION	608	Northern Virginia	Secondary	\$1,576	\$2,000	\$0	\$0	(\$424)
52981	RTE 609 - STRAIGHTEN CURVE (HES PROGRAM PROJECT)	609	Northern Virginia	Secondary	\$906	\$955	\$0	\$0	(\$49)
52982	RTE 609 - STRAIGHTEN CURVE (HES PROGRAM PROJECT)	609	Northern Virginia	Secondary	\$674	\$642	\$0	\$0	\$32
52983	RTE 609 - STRAIGHTEN CURVE (HES PROGRAM PROJECT)	609	Northern Virginia	Secondary	\$629	\$600	\$0	\$0	\$29
17836	RTE 611 - IMPROVE VERT & HORIZ ALIGNMENT, WIDEN RDWY & SHLDR	611	Northern Virginia	Secondary	\$540	\$522	\$0	\$0	\$17
53313	RTE 613 - GRADE SEPARATION - PE ONLY	613	Northern Virginia	Secondary	\$0	\$8,000	\$0	\$0	(\$8,000)
81293	ROUTE 617 - CONSTRUCT PEDESTRIAN SIDEWALK	617	Northern Virginia	Secondary	\$0	\$0	\$197	\$0	(\$197)
60644	RTE 620 - REMOVE ISLAND EASTBOUND ROUTE 620 (BRADDOCK RD)	620	Northern Virginia	Secondary	\$483	\$641	\$0	\$0	(\$159)
60645	RTE 620 - ADD 250' ACCEL LANE WB FOR RT FROM ROUTE 2864 SB	620	Northern Virginia	Secondary	\$423	\$325	\$98	\$0	\$0
77128	RTE 620 - CONSTRUCT ROUNDABOUT	620	Northern Virginia	Secondary	\$5,928	\$654	\$0	\$0	\$5,274
60643	RTE 636 - SUPER ELEVATE CURVE & RELOCATE UTILITIES (HES)	636	Northern Virginia	Secondary	\$534	\$689	\$0	\$0	(\$155)
81560	Route 638 - Left turn lane on NB Rolling Road & Signal at Barnack Drive	638	Northern Virginia	Secondary	\$0	\$0	\$0	\$600	(\$600)
98	RTE 642 - WIDEN TO 6 LANES	642	Northern Virginia	Secondary	\$3,812	\$5,279	\$0	\$0	(\$1,467)
15130	RTE 642 - WIDEN TO 6 LANES & REPLACE BRIDGE AT POHICK CREEK	642	Northern Virginia	Secondary	\$21,581	\$21,728	\$0	\$0	(\$147)
60864	RTE 645 - WIDEN TO FOUR LANES	645	Northern Virginia	Secondary	\$3,582	\$2,204	\$0	\$0	\$1,378
74749	RTE 657 - MAJOR WIDENING	657	Northern Virginia	Secondary	\$2,045	\$1,400	\$0	\$0	\$645
72695	RTE 676 - FEASIBILITY & PE FOR PED ACCESS ACROSS DAATR	676	Northern Virginia	Secondary	\$2,242	\$746	\$0	\$0	\$1,496
65072	RTE 677 - EXTEND EB RIGHT TURN LANE (FY 2003/04 HES PROG)	677	Northern Virginia	Secondary	\$407	\$407	\$0	\$0	\$0
59095	RTE 828 - WIEHLE AVE, PARKING DECK @ RESTON EAST PARK & RIDE	828	Northern Virginia	Secondary	\$4,640	\$4,640	\$0	\$0	\$0
52502	RTE 1813 - RECONSTRUCTION	1813	Northern Virginia	Secondary	\$186	\$628	\$0	\$0	(\$441)
T4276	Rte 3546	3546	Northern Virginia	Secondary	\$1,555	\$0	\$0	\$347	\$1,208
72295	RTE 6197 - BURKE VRE PARKING STRUCTURE DESIGN EXPANSION	6197	Northern Virginia	Secondary	\$28,523	\$28,876	\$0	\$0	(\$354)
4700	RTE 7100 - FAIRFAX CO PKWY - CONSTR 6 LANES - SEC/PRI PROJ	7100	Northern Virginia	Secondary	\$93,598	\$84,289	\$4,654	\$0	\$4,654
52404	RTE 7100 - FAIRFAX COUNTY PRKWY - CONSTR INTRCHNG-PE/RW ONLY	7100	Northern Virginia	Secondary	\$8,516	\$12,427	\$13,800	\$0	(\$17,711)
57167	RTE 7100 - WIDEN FROM 4 TO 6 LANES	7100	Northern Virginia	Secondary	\$8,240	\$3,804	\$0	\$0	\$4,436
60314	RTE 7100 - LANDSCAPING	7100	Northern Virginia	Secondary	\$215	\$215	\$0	\$0	\$0
60104	RTE 7199 - RESTON TOWN CENTER TRANSIT CENTER- CO ADMIN CMAQ	7199	Northern Virginia	Secondary	\$2,000	\$2,000	\$0	\$0	\$0
T4127	Engineering Proving Grounds/Saratoga Park-and-Ride Facility	7900	Northern Virginia	Secondary	\$3,000	\$0	\$1,500	\$0	\$1,500
52285	RTE 7900 - COMMUTER PARKING LOT (NORTH)	7900	Northern Virginia	Secondary	\$2,992	\$4,369	\$0	\$0	(\$1,377)
52512	RTE 7900 - ADD SINGLE OCCUPANCY VEHICLE ACCESS - PE ONLY	7900	Northern Virginia	Secondary	\$7,415	\$11,600	\$0	\$0	(\$4,185)
11679	FAIRFAX COUNTY PARKWAY - CONSTRUCT 4 & 6 LANES	R000	Northern Virginia	Secondary	\$8,135	\$8,135	\$0	\$0	\$0
15292	FAIRFAX COUNTY PARKWAY - ROUTE 7 INTERCHANGE	R000	Northern Virginia	Secondary	\$20,354	\$20,354	\$0	\$0	(\$1)
16627	CONSTRUCT INTERCHANGE AT BARON CAMERON AVENUE	R000	Northern Virginia	Secondary	\$25,465	\$25,465	\$0	\$0	\$0
81077	SIDEWALK CONNECTIONS - CITYWIDE	U000	Northern Virginia	Urban	\$750	\$750	\$0	\$0	\$0
Total					\$1,593,422	\$1,195,896	\$102,798	\$213,813	\$80,911

PROJECT COST SUMMARIES
TRANSPORTATION AND PEDESTRIAN INITIATIVES
(\$000's)

Project Title/ Project Number	Source of Funds	Budgeted or Expended Through FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total FY2008-FY2012	Total FY2013-FY2017	Total Project Estimate
1 Four-Year Transportation Plan (The total 4-Year plan is \$215 million, including: \$105 million for roads and \$110 million for Metro)	B, F, S	40,085	28,440	16,475	10,000	10,000		64,915		105,000
Revenue Sharing Projects										
2 Future Revenue Sharing Match From VDOT	S, X	C	500	500	500	500	500	2,500		2,500
3 Lee Highway Widening	S, X	0	3,909					3,909		3,909
Revenue Sharing Projects Subtotal		0	4,409	500	500	500	500	6,409		6,409
Fairfax County Projects										
4 Board of Road Viewer and Road Maintenance Projects / V00000, V00001	G	C	100	100	100	100	100	500	500	1,000
5 Emergency Road Repair / V00002	G	C	75	75	75	75	75	375	375	750
6 TAC Spot Improvement Program / 064212	G	C	1,000	1,000	1,000	1,000	1,000	5,000	5,000	10,000
7 Advanced Preliminary Engineering/ 064130	B	1,410	70	50				120		1,530
8 Roberts Road/ Braddock Road / 064237	B	100	344					344		444
9 West Ox/ Monroe / 064242	B	200	150					150		350
10 Stone Road / 008801	X	800	484					484		1,284
11 Ffx Co Pkwy/Sunrise Valley Drive / 006618	G	100	25					25		125
12 Tall Timbers Drive / 007702	X	200	1,000					1,000		1,200
13 Stonecroft Blvd Widening / 009217	G	100	450					450		550
14 Poplar Tree Road Widening / 008804	X	150	400					400		550
15 SVD/Franconia Advanced ROW / 064277	G	0	1,100					1,100		1,100
Fairfax County Projects Subtotal		3,060	5,198	1,225	1,175	1,175	1,175	9,948	5,875	18,883

PROJECT COST SUMMARIES
TRANSPORTATION AND PEDESTRIAN INITIATIVES
(\$000's)

Project Title/ Project Number	Source of Funds	Budgeted or Expended Through FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total FY2008-FY2012	Total FY2013-FY2017	Total Project Estimate
Public Transportation Projects										
16 Metro Matters Program	B, S	C	22,900	24,828	27,519	27,519	25,596	128,362		128,362
17 Beyond Metro Matters	B, S	C	417	417	417	830	3,172	5,253		5,253
18 West Ox Bus Operations Center / 88A002	B, X	21,457	24,000	8,993				32,993		54,450
19 Bus Shelter Program (Installation)	F	1,000	500	319				819		1,819
20 Seven Corners Transit Center	F	300	700					700		1,000
21 Franconia/Springfield Parkway Park-and-Ride Lots	F	4,369						0		4,369
22 Reston East Park-and-Ride Lot Expansion	F	0	4,641	7,680	7,679			20,000		20,000
23 Burke Centre VRE Parking Lot Expansion ¹	F, G, S	9,376						0		28,876
24 Richmond Highway Public Transit Initiatives	F, G, S	0	7,500	12,000	12,000	12,000	11,500	55,000		55,000
25 Huntington Metro Parking	X	15,000	16,200					16,200		31,200
Public Transportation Projects Subtotal		51,502	76,858	54,237	47,615	40,349	40,268	259,327	0	330,329
Pedestrian Initiatives										
26 Route 50 Pedestrian Improvements	S	0		274	501			775		775
27 Route 50 Pedestrian Bridge	S	0	2,628					2,628		2,628
28 State Supported Countywide Trails	S	1,000	1,000					1,000		2,000
29 Safety Improvements and Emergency Maintenance of Existing Trails / 002200	G	C	100	100	100	100	100	500	500	1,000
30 Walkways (Trails and Sidewalks)	G	C						0		TBD
31 VDOT Sidewalk Repairs/Replacement / X00407	G	C	300	300	300	300	300	1,500	1,500	3,000
32 On-Road Bike Lane Initiative	F	0	500					500		500
33 Safety Enhancements for Bus Shelters and Bus Stops / Z00032	G	2,500		2,000		2,000		4,000		6,500
34 Burke VRE Trails and Feasibility Study for Pedestrian Bridge / 009491	G	360	300	700				1,000		1,360
Pedestrian Initiatives Subtotal		3,860	4,828	3,374	901	2,400	400	11,903	2,000	17,763
Other										
35 VDOT Administration Building	S	750	8,000	27,000	18,250			53,250		54,000
36 VDOT West Parcel Maintenance Facility	S	2,115	7,740	645				8,385		10,500
GRAND TOTAL		\$101,372	\$135,473	\$103,456	\$78,441	\$54,424	\$42,343	\$414,137	\$7,875	\$542,884

Key: Stage of Development	
	Feasibility Study or Design
	Land Acquisition
	Construction

Notes:	
Numbers in bold italics represent funded amounts.	
A "C" in the 'Budgeted or Expended' column denotes a continuing project.	
TBD = To Be Determined	

Key: Source of Funds	
B	Bonds
G	General Fund
S	State
F	Federal
X	Other

1/ The total project estimate for the Burke VRE project is \$28.876 million, of which \$19.5 million is funded within the 4-Year Transportation Plan.



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